KISSELL-Harriet N., died Nov. 21, at 9:30
a. m., aged seventy-five years. Funeral
from the home of her daughter, Mrs.
Carrie Johnson, 26 East Tenth street,
Friday, Nov. 25, at 2 p. m. Burial pri-

MUIR-John F. Muir, died at the residence of his brother, James W. Muir, 572 North Alabama street. Friends wishing to view the remains can do so from 19 to 12 today. Funeral 2 p. m. Private.

SOCIETY NOTICES. MASONIC-A. A. O. N. M. S. Nobles attend! Stated meeting of Murat Temple this (Friday) evening, at 7:45 o'clock, for business. J. T. BRUSH, Potentate. JOS. W. SMITH, Recorder.

G. U. O. of O. F.-Lincoln Union Lodge, No. 1436, G. U. O. of O. F., will elect three trustees at the regular meeting to be held at Odd Fellows' Hall, 1821 In-diana avenue, on the evening of Dec. 16, 1895. NELSON CALDWELL, N. G. N. M. HILL, Secretary.

LOST-A black fur tippet at Pure Food Ex-hibit Wednesday evening, Nov. 29. Re-turn to Journal office, care of J. E. T.

FOUND-Revolver. Prove property at 599

Park avenue.

WANTED-AGENTS. WANTED AGENTS-Florida Seal, 5 cents. WANTED-A live agent desiring to handle the best autographic cash register on the market may call at the Denison Hotel. Thursday at 2 p. m. and Friday at 3 a. m. No experiment. One of the oldest and best known. M. R. GARDNER.

WANTED-Agents to know that good money can be made selling the Cyclopedia of Universal Literature in twenty volumes. We have bought the entire edition on hand at the time of the failure of the trying Publishing Company, New York. We sell it at less than one-half the regular price on easy payments and make liberal terms with agents. Address J. C. TICHENOR & CO., Room 14, Marion Block, Indianapolis, Ind.

WANTED-MALE HELP. WANTED-Salesmen to take orders and collect. \$50 bond, signed by a business firm required. Exclusive territory. \$25 to 575 weekly. For particulars address Post-office Box 1354, New York City.

WANTED-MISCELLANEOUS. WANTED-Situation. Young man of good family, four years' office experience, best

East Washington.

WANTED-The greatest offer ever given to Indianapolis shoe buyers. We have 1,200 pairs men's calf shoes, lace and congress, at \$1.29. CHICAGO SHOE COMPANY, 78 East Washington. WANTED MONEY. MONEY. MONEY,

Loaned on Furniture, Pianos, Etc., in sums of \$10 and up, and on time to suit borrower and at lowest rates. Business SECURITY MORTGAGE LOAN CO.,

Room 267 Indiana Trust Bldg., cor. Washington St. and Virginia Ave. Entrance on Washington St.

FINANCIAL-Florida Seal Cigar. LOANS-Money on mortgages. SAYLES, 75 East Market street. FINANCIAL-Large loans at 5 per cent. on

business property. THOS. C. DAY & CO., 72 East Market street. rinancial Mortgage loans. Six per cent. money; reasonable fees. C. S. WAR-BURTON, 26 Lombard Building. LOANS-Sums of \$500 and over.

City property and farms. COFFIN & CO., 90 East Market MONEY-To loan on Indiana farms. Low-est rates, with partial payments. Ad-dress C. N. WILLIAMS & CO., Craw-

MONEY TO LOAN-On farms at the lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street. Indianapolis.

LOANS-Six per cent, money on improved real estate in this city only. (No loans made outside.) Borrower has the priviege of prepayment semi-annually. No felay. Reasonable fees. JOHN S. SPANN & CO., 86 East Market. FINANCIAL-Loans; mortgage loans on

diana; regular monthly payment, \$17.56 or SILES per \$1,000, according to plan. IN-TERNATIONAL BUILDING AND LOAN

SSOCIATION, 23 East Market street. FOR SALE.

FOR SALE-Florida Seal 5-cent Cigar.

FOR SALE-REAL ESTATE. FOR SALE-785 North Delaware street; ten rooms; steam heat; good value and loca-tion for money. C. F. SAYLES, 774 East Market street.

FOR SALE-1008 North Meridian street; handsome, new nine-room residence; never occupied; price and terms interesting. C. F. SAYLES, 7714 East Market.

CLAIRVOYANT. CLAIRVOYANT - Professor Snowden, the celebrated medium and healing wonder, has arrived in Indianapolis. Truthful and reliable in his advice, he is consulted by thousands wherever he goes. If you are in trouble, are having illness, or have enemies, or think some person is deceiving you, do not fail to visit this young man, who has a power higher than human. He is certainly the possessor of a marvelous power. Reunites the separatwho are your enemies and who your nds; gives advice concerning marriage investments. He achieved an almost and investments. He achieved an almost international reputation when he accurately predicted the day and date of the death of Chester A. Arthur, the Charleston earthquake and the downfall of "Old Mutch," the famous Chicago grain operator. He can be consulted daily from 1 to 3 p. m. at his parlors, 40 North Mississippi street. Parlors so arranged that patients do not see each other ents do not see each other.

ANNOUNCEMENTS. DRESS CUTTING AND SEWING SCHOOL ed 1883. I teach you to cut fit and make every garment worn by woman or children, by the most improved tailor system. The only school in the city that teaches by actual inch measurement. Every lady should have a knowledge of cutting and making her own clothing. You are invited to call and examine my method of teaching. EMMA EDWARDS'S School, 163 South East street, half square north of 200 Virginia avenue. Take Virginia-avenue car.

LEGAL ADVERTISEMENTS. State of Indiana, Marion county, ss.: In the Circuit Court of Marion county, in the inman H. Fowler, guardian, vs. Abby R.

No. 7409. Complaint for partition. He It known that on the 30th day of July, 1884, the above-named plaintiff, by his attorneys, filed in the office of the Clerk of the Superior Court of Marion county, in the State of Indiana, his complaint against the above-named defendants, and the said plaintiff having also filed in said Clerk's office the affidavit of a competent person, showing that said defendants, E. Tucket showing that said defendants, E. Tucker and son, George F. Child, Daniel E. Child, Charles E. Willard, Ralph D. Moore, John Kiefer, Aibert W. Johnson, S. R. Heywood, Oscar Phillips, Harvey Newton, Emory B. Harwood, John Ome, Mary A. Mathews, James A. Calvin, Joseph Barnes, George W. Coburn, Daniel Hill Levi S. Popper oburn, Daniel Hill, Levi S. Rowe, Amos f. Brad, L. Graf, Charles Emerson, S. M. Currier, D. G. Ransom & Co., George W Steep, the unknown heirs of George W. Steep, John J. Smith, Clark Kent & Co., S. W. Nash, E. Nash, Susan Emma Bricker, Augusta Routier, are not residents of the State of Indiana; that said action is for the partition of real estate in Marion county, Indiana, and the said defendants are necessary parties thereto; and whereas said plaintiff, having by indorsement on said complaint required said defendants to ap-pear in said court and answer or demur Now, therefore, by order of said court, said defendants last above named are herey notified of the filing and pendency of said complaint against them, and that unless they appear and answer or demur thereto, at the calling of said cause on the 20th day of January, 1896, the same being said court to be begun and held at the courthouse in the city of Indianapolis, on the first Monday in January, 1896, said complaint and the matters and things therein contained and alleged will be heard and determined in their absence. JAMES W. FESLER, Clerk. Pickens & Moores, Attorneys

OR RENT-House, Modern nine-room house, Morton Place, Both gases, Furace, shades, range and refrigerator in-cluded. References, Address D. L. C., care of Journal.

FOR RENT-Furnished rooms, newly pa-pered; sunny and clean; modern convenences. Board in private family next door, 953 North Pennsylvania street, MRS. A. C. METCALF. REMOVAL.

REMOVAL-C. Zimmerman & Sons, slate and gravel roofers, have moved to 19 South East street. Come and see us, or MISCELLANEOUS. MISCELLANEOUS-Florida Seal Cigar,

Perfecto work

BOARD OF MANAGERS

FIVE OF THE NINE MEMBERS CHO-SEN BY THE RAILWAY PRESIDENTS.

Gossip About the Traffic Agreement and the Fast Freight Lines-Earn-

ings of the Panhandle.

The interest in the presidents' agreement among railroad and business men increases as the reports of its purposes become better known. Yesterday the chief interest was as regards what fast freight lines are to be continued. It is settled that the Union line will operate over the Pennsylvania lines and the Erie Dispatch over the Erie road; further, it is practically settled, said one high in authority, that the several Vanderbilt fast freight lines, including the color lines, the West Shore, the Nickel-plate and the Merchants' Dispatch, the latter being the oldest fast freight line, will be consolldated as an east-and-westbound line, probably retaining the name of Merchants' Dispatch, and doing both an east and west-bound business. Limitations are to be placed upon the powers of fast freight lines and the companies in the association are pledged actively to cooperate with the managers in this regard. references given. Address G. S., this of- No soliciting or contracting freight or passenger agency is to be maintained directly WANTED-1,20 pairs ladies' cloth top, lace or indirectly by any company or any and without foundation.

Thicago shoe company. 78 East managers, and no person whom they deem cinnati, Hamilton & Dayton at this point, bjectionable should be employed in such WANTED-When you can buy a man's pat-ent leather shoe for \$1 you ought to wear a pair. CHICAGO SHOE COMPANY, 78 agents are to be carried on the pay roll of the association. When it was officially announced that the Pennsylvania, in common with all the other lines, had subscribed to the agreement, there was surprise among

those who were forced by circumstances wait without the sacred portals of the chamber in which the august body of presidents met for deliberation. Just how the ennsylvania was at last brought into line for settlement is a well-kept secret, but the result serves to show conclusively that the president who said in Cincinnati that there would be no more postponements had a decidedly clear and definite understand-ing of the situation and knew what he was talking about. There is just a suspicion that Pierpont Morgan had been heard from again, and as this president has been very close to the great financier within the last few months, he may have had some advance information of the ultimatum, if one was issued. The presidents adjourned to meet again on Dec. 12, after giving some consideration to the matter of appointment of arbitrators. In the meantime the committee on revision has been continued, with power to arrange all details, procured signatures to the engrossed agreement and decide on the delivery of copies to the proper public authorities. While nothing has been said officially, it is believed, and probably with good reason, that the services of Commissioners Goddard and Blanchard, of the freight departments, and Farmer and Donald, of the passenger departments, will be retained, though the two last-named will have some title quite different from

that which they have now. Mr. Blanchard expressed the opinion that the agreement was the most important, conclusive and far-reaching traffic document that has ever received the signatures of the chief executives of railroads in the United States. He also said he confidently believed that within six months from the time it goes into effect all the other roads will have formed or begun the organization of associations under agreements based upon that of the joint traffic association.

Five of the nine members of the board

managers who are to control the joint traffic association are: B. & O. road, Orland Smith; Vanderbilt system, H. J. Hayden; Chesapeake & Ohio and Big Four, Oscar G. Murray; Pennsylvania system, D. S. Gray; Erte, George E. Cochran. The remaining four members are to be announced soon or when selected.

Panbandle Enraings.

It is now safe to say that the Panhandle lines will this year earn \$18,000,000. The financial report of S. B. Liggett, secretary of the company, shows the road to be doing an immense business. The report for October and the first ten months of the present year is as follows:

	A STATE OF THE STA	CONTRACTOR CONTRACTOR	A SULL OF CHAPTER
ı	Gross earnings	\$1,537,955,98	\$142,180.25
ı	Operating expenses	1.110.713.78	17,178.43
ŧ	Net earnings	427,242.20	125,001.82
	Interest on bonds, rent-	441,010.00	129,001.02
٠		*****	
B	als, etc	230,649.56	4,421.34
3	Surplus	196,592,64	120,580,48
ı	Ten months-		
E	Gross earnings	12,660,339,09	905, 442, 22
ı	Operating expenses	9,254,326,20	371,637.25
1	Net earnings		
ı		0,100,000.00	533,804.97
B	Interest on bonds, rent-	and the second second	
B	als, etc	2,093,315.18	240,452,27
s	Surplus	812,747.71	296, 352, 70
ľ	The figures show tha		
ı	ing over \$1,500,000 per r	nonth and	that the
ľ	not increase for the	nonch, and	that the
ě	net increase for the	month of	October
ľ	amounted to \$142,180.25.	while the	operating
B	expenses were increased	only \$17.17	78.43. The
8	increase in gross eari	nings for	the ten
ě	months has been \$906,44	2 22 almost	a million
B	The handsome surplus of	magely 821	OW PARTY
i	the road to be in males	ALL OF THE	WOU SHOWS
1	the road to be in spler	idid manci	al snape.
	As the freight earnings	for Nove	mber and
	Daggamban will be sman	manage to to	the second second second

say that the total earnings for the year will amount to nearly \$18,000,000.

December will be enormous, it is safe to

The Union Pacific in Straits. S. H. Clark, president and managing receiver of the Union Pacific, stopped in St. Louis yesterday on his way to New York to attend a meeting of the receivers. He said that in his opinion there is no ground for the report that a wealthy Eastern syndicate, headed by the Goulds, Sage and the anderbilts, is planning to secure control of the road and take it out of the hands of he receivers. The road will never be able to pay the interest on its debt and its operting expenses, and therefore shrewd financlers are not anxious to buy it at present. Something," said Mr. Clark, "must be lone this winter in the way of a settlement of the indebtedness of the road, or it will be entirely bankrupt. The reorganization committee is at work formulating a plan. It proposes to make a new bond issue for the total indebtedness at a rate of interest hat will enable the road to meet its fixed charges. Then, preferred stock is to be ssued to cover the deficit caused by reducng the interest. This stock may be of value in case the road ever earns an excess over its running expenses and fixed charges." W. R. Kelley, present assistant solicitor of the road, will, according to Mr. Clark, succeed Solicitor John M. Thurston.

Southwestern Passenger Rates. At the first meeting of the Southwestern Passenger Association additional strength was given it by the Fort Worth & Denver City road becoming a member. It was decided to abolish second-class rates from all territory east of the Missouri river, except in connection with business to the Atlantic scaboard points. While definite action was not taken on the payment of commissions the feeling was in favor of adopting a uni-form schedule on the same basis as that now in force in Western territory. A holiday rate of one fare for the round trip was adopted, good to all points in the East, south of the Ohlo river. Tickets sold at these rates will have return limits of thirty days from date of sale. Two additional harvest excursions were agreed to. They will be run Jan. 20 and 27. Some of the roads desired arrangements made for two additional excursions in February and two in March, but it was decided to confice action at this time to the January excursions.

Personal, Local and General Notes. The Sugar Trust has 2.200 barrels of sugar tored in one of the Panhandle warehouses

J. L. Glaser has been appointed west-bound agent of the Lehigh Valley and Wa-bash Dispatch at Chicago. The first ten months of this year the Chicago, Burlington & Quincy's Missour

W. R. Setchell, formerly with the Erie lines, has been appointed master mechanic of the Wheeling & Lake Erie.

The Illinois Central on Monday ordered from the Bass foundry works, at Fort Wayne, one thousand car axles. The passenger department of the Pennsylvania lines East reports a heavy excursion business to Atlanta and Florida points. The Ohio Falls car works, at Jefferson-ville, Ind., on Monday commenced the build-ing of two hundred cars for the Denver & Rlo Grande.

Lehigh Valley officials report that the earnings of the road for October were the largest, with two exceptions, in the history The Pennsylvania lines at Philadelphia and Pittsburg are fast recovering their suburban travel, which for a time drifted to the motor lines.

Charles Rockwell, general passenger agent of the Cleveland, Akron & Columbus, is in the city, the guest for a day of his brother, George Rockwell. The Wabash passenger department has christened its fast train run to connect

with the new fast train to San Francisco "The Continental Trotter." Citizens of Alexandria, Ind., boast that one year from now the shipments from in-dustries located there will exceed those now made from Anderson, Ind.

J. A. Barnard, general manager of the Peorla & Eastern, and J. Q. Van Winkle, general superintendent of the Big Four, were in Peorla yesterday on official busi-

E. B. Stahlman, ex-commissioner of the Southern Railway and Steamship Associa-tion, gave a dinner to President Fish, of the inois Central, on his recent visit to At-E. B. Stahlman, ex-commissioner of the Southern Railway and Steamship Associa-

tion, has been offered an important position on the Illinois Central, and has the matter The laying of nineteen miles of new heavy steel rail on the Vandalia main line has just been completed and twenty miles additional has been purchased, to be laid at once if the weather will permit.

As a rule, the car works which build freight cars are more busy than those which bulld passenger equipment. Renewals of passenger equipment are by no means as noticeable as of freight rolling stock. The passenger business of Trains 20 and 21, on the Vandalia, between Terre Haute and Indianapolis, has become so heavy that these trains will haul a local each,

G. H. Nettleton, president and general manager of the Memphis railway, said yesterday that the report that he was to retire as general manager of the road in favor of Superintendent J. H. Emmert was absurd

tion. While South he will visit Andersonville, where he once had a bitter experience as a result of being in the Union

Dec. 5 has been designated as Ohio day at the Atlanta exposition and the passenger department of the Cincinnati, Hamilton Dayton is making an effort to eclipse all competing lines in the number of excursionists it will turn over to the Queen &

E. O. McCormick, passenger traffic manager of the Big Four lines, says the passenger train service on the system is now the most satisfactory to the traveling public at any time since the consolidation and the earnings of this department fully substantiate this statement. Judge Field, general solicitor of the Louis-ville, New Albany & Chicago, is in the city

In conversation he remarked that the legal affairs of the company are in such condition that in any court on their lines he thinks the company can have as impartial a trial as any private citizen. The Pennsylvania people have under con-templation the putting on of two new trains, to be known as Nos. 15 and 16, to

run between Jersey City and Chicago, to be exact reproductions of trains Nos. 22 and 25, run in the world's fair year, and which were known as the Keystone and Columbia Western roads have adopted a proposi-tion providing for reduced rates for the Christmas and New Year's holidays. Where

the regular basis of rates is 3 cents a mile a rate of 11-3 will be made for the round trip. Where the basis is over 3 cents the regular fare will be 11-5 for the The meeting of the advisory committee of the emigrant clearing house with the

Southern Pacific at Chicago yesterday was taken up entirely by the discussion of rates and allotments of business to the various roads and no action was taken on any proposition. The meeting will be con-J. C. Devore, chief engineer, who has had

harge of the construction of the Chicago. Paducah & Memphis, has returned to the city for the winter. He states that the 115 miles from Altamont to Marion is completed and that the work of extending the line sixty-five miles to Paducah will be pushed in the spring. General Manager Blair, of the Wheeling

& Lake Erie, now in New York, tells the friends of the property that the Ohio coal roads are beginning to feel the benefit of the agreement made last March, when the Ohio Coal Association was formed, and its benefits will be still more apparent next year, as all old contracts will then be out

Charles Hayes, who on Jan. 1 takes the position of general manager of the Grand Trunk, says in regard to his policy: "The curbstone committee has made out a slate. but it has not yet been submitted to me, and I cannot tell whether I would accept it until I have seen it. Consequently, I have nothing to say concerning my policy on the Grand Trunk.

The Panhandle has three stations on its Richmond and Chicago division which are credited with being the neatest in archiecture and in conveniences of any way stations to be found in Indiana. Ohio or Illinois. They are located at Marion, Anderson and Elwood. They are built of pressed brick, resting on stone foundations and cost \$15,000 each.

It is said that a car ferry between Cleveid and Port Stat Erie, will be established next season. Shipman, of Detroit, is back of the enterprise. Two big boats, with a capacity of twenty-five cars each, to cost \$225,000 each; are contemplated. The object is to transport Ohio coal across the lakes for the

use of the Dominion railways. Private telegrams from Houston an-nounce that R. R. Robbins, traveling pas-senger agent of the Houston & Texas Central, died there yesterday. He was taken sick suddenly in Dallas two weeks ago. He was one of the best-known railroad men in the country, and had been with the Houston & Texas Central for twelve years,

going to Texas from St. Louis. It is stated on excellent authority that Calvin S. Brice has given the proper representatives of the presidents' agreement understand that all roads under control of the Brice syndicate will live up to provisions of the agreement, but will not share in the expenses. This is the same plan which has been pursued on the part of the Lake Erie & Western toward the

Central Traffic Association. Yesterday the owners of a large sawmill at Duggers, Ind., telegraphed Superintendent Mansfield, of the Indianapolis & Vincennes, asking him if he would not haul water to supply their stationary engine until there were rains which would bring up their usual source of supply. Mr. Mansfeld answered that it was quite difficult for the company to hand enough water to supply its own locomotives, without under-taking any outside work of this character. A railroad official who makes a study

of the features in railway travel says that the people of Indiana travel a good deal more than those of Ohio and that statistics will show that in proportion to the number of inhabitants the figures he has obtained are very strikingly in favor of the Hoosiers. He attributes this in a large measure to the large territory of the State located in the gas and oil belts and the number of roads which strike so many local points.

At the annual meeting of the stockholders the Baltimore & Ohic Southwestern Railway Company at Cincinnati, yesterday, the following named directors were elected: Ed I. Bacon, Edgar T. Welles, John H. Davis, William Mertens, Fred H. Alms, Augustus B. Ewing, James Sloan, jr., Fran-cis Pavy, W. S. Bull, Edward R. Bell, Henry W. Poor, W. W. Peabody, Lowe ner of Twenty-second and North Illinois Emerson, Frank W. Tracy and Alexander shaw. The present officers of the company were re-elected by the board of directors. In the advance copy of the statistics of rallways for the year ending June 30, 1894, issued by the Interstate-commerce Commission, the subject of employes, their number and wages, is one of the subjects that are carefully considered statistically. And from the tabulated statements this conclusion is the tabulated statements this conclusion is drawn: The depression during the years 1893-94 caused a reduction of over 10 per cent. in the number of employes, but the reduction in wages was very slight. The total number of employes in 1893 was 873,692, in 1894 779,808, a reduction of 93,394. The number employed in 1894 was less than in any year since 1890.

The following is a list of the important articles which Western lines have consented to carry at lumber rates, the changes taking effect yesterday: Combined lath and sheathing, bed slats, wooden spools and carpenters' moldings. There are many others of less importance. These formerly carried 3

earnings over the same period of 1894 of cents above lumber, to which rate Northern \$128,000, and the C. B. & Q. line proper lumber interests objected greatly, with the result that the reduction was made on Thursday in Chicago. It applies to all lumber territory. Other articles take 3 cents over lumber rates, including glazed sash and doors, in straight or mixed cars, and when loaded with articles taking soft lumbers. ber rates take 5 cents over lumber on ac-

tual weight of such articles. E. A. Ford, general passenger agent of the Pennsylvania lines west of Pittsburg, and of the Vandalia line, is not pleased that he is blamed for the move to require ministers to pay 2 cents per mile to travel over the lines in the Central Traffic Association territory. Mr. Ford says: "The truth in the matter is simply this: A majority of the railway companies composing the Central Traffic Association believe that the clergy rate should be advanced to 2 cents a mile, and their general passenger agents mile, and their general passenger agents have so recommended. The subject now goes to the managing officers for approval, and there are just as many chances that the proposed advance will not be approved as there are that it will be sanctioned."

A dispatch from New Orleans says: The dispatch sent out from Chicago charging that the Southern Pacific is responsible for the demoralization in California passenger rates on account of its alleged anxiety to divert travel via New Orleans, the Southern Pacific officials say, is without foundation. On the contrary, they claim that the Chicago lines, in their efforts to stem the everincreasing stream of transcontinental travel, attracted via New Orleans by the "Sunsei resorted to methods which reflect anything but credit on lines who lay claim to a confuct of their interests on a strictly business

Anderson, Ind., now pays the largest revenue to the Big Four company of any way station on its lines. An idea of the business the road does there may be formed from the fact that it requires four switching en-gines by day and two at night to do the switching at the station and for the various industries at that point. The road often takes thirty-five to forty loaded cars out of there per day, and its average number is thirty. General Yardmaster Hine says if the company would furnish the cars it might do 50 per cent. more business at that station. In passenger business the official recday were sold at that station in the month of October. It is also an important station for the Panhandle lines. That road has switches to most of the industries, and fifteen to twenty cars are loaded from Ander-son for that road daily. The Panhandle has two switching engines there by day and one at night, and the Chicago & South-eastern manages to get five to seven car-loads of freight from that point daily. With to be dropped at these terminals when each year Anderson shows a handsome increase in business.

GRAND LODGE ADJOURNS

Votes Down the Proposition to Reduce the Minimum Age Limit.

The meeting of the Grand Lodge of Odd Fellows closed yesterday with the election of the following officers: Grand master, C. F. Northern, Greensburg; deputy grand master, G. L. Rhinehard, Rockport; grand warter, G. L. Reinhard, Rockport; grand war-retary, B. F. Foster, Indianapolis; grand treasurer, James A. Wildman, Indianapolis; grand representative, M. A. Chipman, An-

Before the election of officers the proposiion to admit persons under twenty-one years of age to the order was voted down after much discussion. The new hall question was considered and a decision reached to take no action until the next meeting. A number of appeal cases were heard.

WEATRER BUREAU FIGURES. Maximum and Minimum Temperatures

and Observations at 7 P. M. The following table of yesterday's temperatures is furnished by C. F. R. Wappenhans, local forecast official:

1	Min.	Max.	7 p.m.
1	Atlanta	14	Zero.
3	Bismarck, N. D	24	
1	Buffalo	14	22 8 56
1	Caigary, N. W. 1	58	***
į	Calro 26	54	20
ı	Cheyenne	28	28
3	Chicago	58	38
3	Chicago		28
i	Davenport, 1a 16	28 ,	
i	Des Moines, la	44.0	30
S	Denver 42 Dodge City, Kan	V 120	22
g	Dodge City, Kan 38	70	58
ı	Er. Smith, Alk.		23
ì	Galveston 54	144	58
3	Helena, Mont 22	12	
9	Jacksonville, Fig.,	62	52
3	Kansas City, Mo. 310.7. 82	66	58
1	Little Rock, Ark	65	- 58
Ì	Minnedosa, Manitoba 8 Marquette, Mich 14	122.5	1 1 1 1 1
i	Marquette, Mich 14	24	322
į	Memphis	64	58
1	Miles City, Mont	3.5 V	7 7 29
ı	Nashville	58	54
ı	New Orleans 42	62	548
9	New York 28	34	330
i	North Platte, Neb 30	60	ä
1	Oklahoma, O. T 40	68	. 60
ì	Omaha 20	42	30
	Pittsburg 22	36	26
	Pittsburg 22 Qu' Appelle, N. W. T. 4 Rapid City, S. D 30	6	Zero.
	Racid City, S. D 30	30	10
	Santa re, N. Misses of	Y 1 56 1	
	Salt Lake City 36	60	- 44
	St. Louis	54	i in
	St Paul	24	24
	St. Vincent, Minn.,, 12 Springfield, Ill. 24	2	Zero.
	Springfield, Ill 24	40	35
	Sortheneld Mo 39	* 70	54
	Vicksburg 38	68	6:
	Vicksburg	40	135
	90		100

Wichita, Kan...... 38 Thursday's Local Observations. 7 a. m. 30.05 20 79 West. Clear. T. 7 p. m. 30.03 33 70 S'west. Clear. .00 Maximum temperature, 33; minimum tem-

perature, 20. Following is a comparative statement of the temperature and precipitation on Nov.

Departure from normal -11 Departure since Nov. 1 7 Departure since Jan. 1.....-109 C. F. R. WAPPENHANS, Local Forecast Official.

Cold Wave Coming. WASHINGTON, Nov. 21. - For Illinois-Threatening weather and snow; much colder, with a cold wave; northerly winds. For Ohlo and Indiana-Threatening weath-

er, followed by snow; easterly winds; much colder Friday night, with a cold wave. DAILY VITAL STATISTICS-NOV. 21.

Jacob and Frances Ruff, 27 Nebraska street, giri. William and Wilhelmina Schludecker, Chestnut street, girl.

John and Lizzie Blackwell, Rural street, Charles and Alice Free, 355 Jefferson ave-Beaths.

Infant Fallon, 344 West Pearl street, cholra infantum Ellen Ballard, aged fifty, West Second street, nervous prostration John Muir, aged forty-three, Enterprise Henry Buschmann, aged fifty-two, North ndianapolis, fatty degeneration of the heart. Lizzie Platt, aged four years, Orphans' Home, diphtheria. Edward Guth, aged seventy-three, 101 Downey street, dysentery.

Marriage Licenses. Sullivan M. Hilligoss and Nellie Cum-John Ouston and Eliza E. Young. Edward Halffin and Jennie Platner. James House and Viola Batton. David H. Ganon and Sarah Lambert. William J. Thompson and Malinda Pur-

Henry E. Williamson and Laura E. Mc

John A. Fitzgerald and Lottle J. Thomas,

Hubert Riley and Catharine McGroarty. CITY NEWS NOTES. The Indianapolis Woman's Club will hold a business meeting at the Propylacum at 3 o'clock this afternoon. The ladies of Hyde Park M. E. Church

streets. The social of Auxiliary No. 22, Ladies' Union Veteran Legion, will meet with Mrs. Ella D. Zirm, 74 College avenue, this afternoon. A report of the national conven-tica will be read by Mrs. Emma Sullivan. Hon. John L. Griffiths will address the Columbia Lincoln League to-night. The meeting is open to the public, and arrangements are made for a big affair. The meeting will be held at the headquarters of the club, Columbia Hall, corner of Delaware and Mc-

Carty streets. Building Permits. G. P. McDougall, addition to factory, '701 South Meridian street, \$850. A Brain Food.

Horsford's Acid Phosphate.

Dr. D. P. McClure, Rantoul, Ill., says

FOR WOMEN'S READING

GAY GOWNS THAT WILL ADORN AND MAKE GLAD THE WINTER GIRL.

Sympathy for Nervous Invalids-Some Hints for Church Fairs.

Collar bands all have some sort of decoration, either a bow in the back, a ruche of silk set in to stand up around the neck or flare out from it, a lace ruffle to fall soft all around except directly in front, or points of silk of various sizes and shapes which extend out on the side, says the fashionable writer of the New York Sun. This collar band is usually of the same material as the vest or waist, if it is silk or velvet, but it is never plain, and when you are in doubt as to what to use for a stock you can safely invest in cream-white satin ribbon, whatever the color of your gown may be. It will have a touch of cream lace on the bodice if it is up to date, limited," are directly responsible for the situation complained of and, in fact, have and that justifies the white collar every

One very striking gown worn in the afternoon has skirt and sleeves of black cloth, and the coat bodice is of a caracal fur, belted down at the waist with a narrow arrangement of black satin folds. The coat is open in front, over a vest of pale blue satin, covered with cream lace so thickly patterned that only a peep of blue is seen, and on either side running out from the edge of the fur are pieces of Perstan trimming extending just below the bust and fastened down with three paste buttons. Straps of black satin ribbon are arranged on either side of the coat and end in small bows, and a ruche of plaited chiffon and bows of satin ribbon is worn around the neck. Another costume shows a coat of fancy flowered silk, with a design in black velvet running all over it. It is worn with a black sadn skirt edged with sable, and bas white satin lapels and a black satin vest with a line of blue peeping out at the edges. The buttons are amethysts set around with paste, and the collar is pointed, with plaitings of lace setting out above. The epaulet pieces begin at the neck and are made of black satin. A very unique gown is of tan cloth, trimmed high on the skirt with black Hercules braid in graduated widths. The waist is a coat with bretelles of lace, which is carried down to form a wide pocket-lid effect on the basque and over the shoulders, terminating at the waist in the vest of lace arranged with a jabot effect. Black velvet gowns worn in the afternoon are made very stunning by vests and revers of dream satin covered with lace and edged with chinchilla, which also ferms a short square collar at the back, and another dainty touch of color is given by a narrow gold belt and two fancy buttons.

Black dresses of smooth cloth, satin and velvet, are very noticeable, too, among the colors, and they are especially striking with light vests and collars. Sleeves show a delightful change for the better, since they are perceptibly smaller, and while the full balloons, so popular last summer, are often seen, they are decidedly behind the line of fashion. Young ladies wear large hats, tilted well over the eyes if they are up to the latest mode, and the smaller toques, which show that the fashionably dressed hair is waved slightly all around the head and tossed loosely back in Pompa-dour fashion, while the parting seems to be a thing of the past. Medium-sized hats and bonnets are worn by women of all ages, and the latter are larger than they were last season, and worn well on top of the head, quite unlike the fashion of pinning them on the back hair which prevailed last season.

The more quiet elegance of afternoon dress at the Horse Show is only a hint of the gorgeousness which greets you in the evening, when light colored gowns mingle with the darker, richer velvets on the promenade, and the brilliant colors in the flowered silks are brought out by the brighter light. The fancy waist, which takes the place of plain chiffon, is a bewildering confection of dainty embroidery. spangles and flowered net, with a touch of bright colored velvet at the neck and belt if it is white, and made over a color if it is black. The new guazy materials for these are net and chiffon, with wide stripes of lace in which the pattern is traced with a thread of color or gold.

A Thanksgiving Pie.

New York Tribune. A well-made chicken ple, the chef d'oeuvre of the Thanksgiving fare, is not a common she could feel people coming when she dish. The ordinary poultry pie is vapid and neither could see nor hear them; that the disappointing. When this pastry is prop- rattling of paper gave her nervous convulerly made the chicken is tender and yet sions; that the lightest footfall on the floor rich and juicy, and lies in a light jelly-like | hurt her head as seriously as though she sauce full of delicate savory flavor, and the little tests to find how much of this talk whole rests under a light curl of the most flaky and delicate puff paste. It is not difficult to make this pie, but the art has been forgotten because of the difficulty of teaching ignorant cooks to follow exactly not hear. I have seen her turn pale and the simple rule.

Select a pair of chickens about a year old, and draw them carefully. Remove all the fat, as it gives a rank flavor to the flesh, but is excellent tried out for various purposes. Be careful to remove the oilbag. This also gives a rank flavor. Take out each of the tendons in the drumstick. Cut the feet off and remove the skin by scalding and tearing it off with the toes. Lay the chickens on their breasts in a kettle of boiling water. Add to the water the skinned feet, one small onion cut in half, half a small carrot, one leek, a spray of celery and two of parsley. Let the chickens simmer until they are nearly cooked. It will take an hour and a half, if they are tender year-old fowls. The water must just simmer all the time the chickens are cooking; that is, small bubbles must steadily rise, but there must be no violent agitation in the center of the liquid around the chickens. At the end of this time, set the chickens away in a large stone pot and strain over them the liquid in which they

were cooked: In the morning skim off the layer of fat that covers the stock, and take out the chickens. This stock or liquor in which they were cooked is valuable for soup and must be kept for that purpose. Cut the chickens into pieces, removing the skin and bones, and lay the pieces aside. There should be about two quarts of this chicken meat. Melt in a saucepan three even tablespoonfuls of butter, and stir in a table-spoonful of flour. As soon as the mixture froths, add slowly a pint of the chicken lock. Then add a cup of thin cream or very rich milk, and as soon as the mixture buils beat in carefully the yolks of three eggs, mixed with a little of the hot gravy. Remove the sauce from the fire at once to prevent the eggs curdling, and season it with a scant teaspoonful of salt and half a salt-spoonful of pepper. Meantime have ready a deep earthenware pudding dish. Line it on the sides half-way down, but to look as well as p not at the bottom, with pastry. Put the pieces of chicken in the dish and pour the sauce over them. It should nearly cover them. Roll out a cover of puff paste and slash it in three or four places to let out the steam when the pie is baking. Bake the pie for one hour in a ately hot oven, setting the dish holding it in a pan of hot water, reaching half way up its depth. Brush over the crust, if you wish, with white of egg. before baking. It you wish the pie to have a very festive appearance make a wreath of the thin scraps of pastry left after rolling out the cover, cut into leaves and flower petals, with a

decoration of parsley. For Charlty's Sake. Godey's Magazine.

The Poverty Party seems to be the newest thing in a church entertainment, and as a means of raising money is a success. At church fairs the victim usually goes in with his eyes wide open; at the Poverty Party, provided he is a novice, he is taken unawares. The process is almost as startling as a highway robbery, where a man is made to hold up his hands and deliver will serve dinner on Thanksgiving day, corhis money. At the door a bevy of pretty and persuasive girls are stationed, who refuse to let any one pass without exacting tribute. A necktie, scarf pin, hat band, etc., is taxed so much. Women are not exempt, and those wearing earrings, combs. belt buckles, or any other accessory, are not permitted to pass without the payment a certain sum, a few cents for each article. This has proved a successful mode of raising money For an aurora tea, as the name denotes

the decorations of the room, the table, and the dresses of the attendants, are in the changeable colors of sunrise clouds. The room may be hung with cheese cloth of every color, so arranged that the tints will not clash; crimped tissue paper may be substituted. The ladies who serve the tea are gowned in all of the hues which are seen in the clouds at early dawn.

The cakes, ices and bon-bons are of many colors, and the icing of the cakes in the same style. Thin slices of pink ham, lobster and chicken mayonnesse and sandwiches tied with vari-colored ribbons have is no longer to decree a slender waist as



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gay and festive look. Ribbons are profusely used and the candle and lamp shades are of every hue in silk or tissue paper. A book party is an interesting amusement for an informal evening. The lady who gives the entertainment should make a list of the latest sensations in the book world, and choose pretty girls to represent the titles. These young ladies should be dressed in character. The "Heavenly Twins" may be a precocious boy and girl of the hoydenish period. Mademoiselle Chiffon, in Gyp's book of "Chiffon's Marriage," is an exceedingly fin de siecle young erson gowned in the latest exaggeration of the Paris mode. In the "Green Carnation," the heroine is dressed in quasi-aesthetic garments, and in the "Yellow Aster," the prominent character who dared, is gowned according to

her rather erratic ideas. The Kate Greenaway pictures in dren's books make charming costumes, and little boys and girls may be gotten up to represent them at a small expense, using showy cottons and cheesecloth for the Of course a certain sum is charged for

Invalids with Nerves. New York Ledger.

"If you want to know what perpetual strain means, fust take up the task of caring for an exceedingly nervous invalid, said a professional nurse in a chat on sick people and their peculiarities. "I once had charge of a patient who was, I at first thought, merely whimsical. She declared was true, and I assure you I made some very interesting experiments. I discovered that her nerves were in such a moroidly sensitive condition that she could feel footsteps that with the closest attention I could shock caused by some one stumbling on the stairs. I could not believe that such a state of things could exist until I had seen repeated evidences of it. Her digestion was extremely delicate, and on several occasions a piece of rare beefsteak gave her a brilliant color and made her eyes glisten as though she had taken a glass of wine. She said she felt dizzy and quite overcome, and wondered if a stimulant of any sori

had been put into her food,
"Unfortunately for her, she had for a
physician a hard-headed old doctor, a man of iron nerves and a constitution like a Krupp gun. Of course, he didn't say it to her, but he told me again and again that she had nothing but vapors, that her disease was all imaginary, and that she lay there for hours and hours together trying to conjure up new ideas with which to make herself miserable. It was not sur-prising that she did not improve, but grew under his treatment. As good luck would have it, the man was called away, or I think she would have died. "A violent attack of illness necessitated a new doctor, one who believed in nerves and the possibilities of the agony that lay hind them. In ten days she began to im-prove, in three weeks she rode out, and three months later was playing tennis, riding a wheel and keeping up her part in all of the out-of-door gayeties of the vicinity. For over two years she had been a state of torture, simply because a thick-headed, conservative, robustly constituted doctor had declared that nerves were all nonsense. It is one of the hopeful signs of

the attention they deserve, and people are learning that suffering of this sort has pos-sibilities of wretchedness known to no other phase of illness." Taking Care of Clothes.

the times that nervous diseases are getting

Of course, dear little Cinderella, you wish to look as well as possible. You are young and pretty, and it seems a bit hard that a new frock should be an event in your life and a new hat an episode to be remem-

You have a great deal of the time that isn't money at your command. Have you ever thought of spending some of it on your clothes and doing for yourself what the rich girl's maid does for her? When you come in from walking, do you brush the dust off your skirt, or wait until you wish to on again? It means a vast deal in the life of a skirt. Of course, you keep the velvet binding immaculate, and your shoe buttons intact, and she is a wise girl who watches for infinitesimal rips and mends them before the shape of the garment is spoiled. Sometimes clothes are more injured by being carelessly put away than by being worn Crushed sleeves are not to be coaxed into freshness, and rumpled skirts refuse to flare again. One clever girl known to this department keeps the fashlonable crease in the front of her tailor-made gown by surreptitionsly borrowing her brother's trousers' stretcher. For heavy skirts it is a good plan to use a coat hanger, such as you use for your jacket. A leading dressmaker says that walsts

should never be hung up. Fold them, using tissue paper between the passementerie or let. Turn the fullness of the sleeves u above the shoulder, as when worn, and fold its width smoothly and lightly under the sleeves at each side. Of course, thin garmenes should always be folded, as they get stringy when huns up. Lack of care, not wear, is what often

makes your best frock look like a bedraggled mass before its days of usefulness have fairly begun. By the by, if you are putting a lace or one of the pretty trimmed ruffles on your slik petticoat, put it on wrong side out. An actress, noted for her beautiful dressing. told a questioning woman that she always had the trimming on her skirt put on that way. Because, you see, in getting on or off a car, or crossing the street, it is the under side of the edging that shows.

something indispensable to propriety and grace. The natural waist of the woman of average height is about twenty-eight inches. and any less size is attained only through arrested development, or compression by means of whalebone and steel. The amount of room inside these twenty-eight inches is al solutely needed for the proper working of he machinery of the internal econo spite of this fact girls very often bind the yielding ribs into such narrow compass that he waist measures twenty or twenty-two inches only, and you will now and then hear some mother of a family, with a very different waist now, boast as if it were something to be proud of that when she was nineteen her walst measure was nineteen, too. It is, however, of no use to talk to young people about the injurious effect of compression on stomach, heart, lungs, iver and the arterial system. They are not anatomists, and they do not compre-hend the matter nor want to do so; they observe that they feel as well now as they did before, and, without weighing the thought that it requires time to work ruin, take it for granted that they always will feel as well, although they have been and taught that in post-mortem examina-tions it has been found that wherever tight lacing has been the rule every organ was out of place and seriously injured. But al-though it does move them a trifle to be told that red noses, and cruptive skins, and flat chests are to be laid to the account e the too slender waist, yet on the whole neither common-sense nor auld-wife wisdom nor doctors have the power of conviction that fashion does, and when fashion says there is no beauty in a wasp's waist but that the lines of nobility and health made by deep breathing are the really lovely lines, fragility being something rather to be leared than loved, why then fragility begins to be avoided, and the lines of the Venus de Milo, of the Diana, of the Pallas, egin to come in.

The Food Show.

Large crowds continue to visit the pure food exposition at Tomlinson Hall. Yesterday afternoon and evening the attendance was the largest of any day of the show. The managers feel that the affair has been a success, for a great deal of interest has been taken in it by the public. The cooking lecture of Miss Anna Barrows yesterday afternoon was largely attended. Every foot of space for exhibition purposes on the floor has been taken.

Charged with Bicycle Stealing. Albert Clinger, 180 Elizabeth street, had his bicycle stolen and suspected George Taylor, of 15 Springfield street, of being the thief. He swore out a warrant in Police Court for Taylor's arrest. Yester-day Taylor was arrested by patrolman Hoffbauer and slated for grand larceny.

Pocket Picked at the Food Show. Henry Kuhley, 407 Coburn street, reported to police headquarters last night that an attempt was made to pick his pockets in case was referred to detective Kinney, who visited the show and investigated the report. He was unable to discover any-

That tired feeling should be overcome at once or it may end most seriously. "*eke Hood's Sarsaparilla now and prevent sickness and suffering later in the season Hood's Pills are the best family cathartic and liver medicine. Harmless, reliable, sure

NO SECRET IN THIS WOMAN'S CASE. Mrs. Campbell Wishes Her Letter Published so that the Truth May Be

[SPECIAL TO OUR LADY READERS.] Of the thousands of letters received from women all over the world by Mrs. Pinkham, not ope is given to the public unless by the wish of the writer. Thus absolute confidence is established between Mrs. and she icits a let-

man, rich who is in ill health or ailing. In the case of Mary E. Campbell, of Albion, Noble Co., Ind., her suffering was so severe, her relief so suddenly real ized, and her gratitude so great, that she wishes the circumstances published, in the hope that others may be benefited

ter from

thereby. She says: -"My physician told me I had drops and falling of the womb. My stemach and bowels were so bloated I could not get a full breath. My face and bands were bloated badly. I had that dreadful bearing-down pain, backache, palpitation of the heart, and nervousness.

"One of my physicians told me I had something growing in my stemach; and the medicine that I took gave me relief only for a short time. I thought I must die. I began to take Lydia E. Pinkham's Vegetable Compound, and it worked like a charm. After taking the first bottle